

THE BLOOMFIELD CITIZEN.

SATURDAY, JUNE 4, 1887.

A Round Route.

There is probably no work done by the Township Committee which commands such universal interest and excites such constant criticism as its expenditures upon the roads and side-walks. It may almost be said to fix the estimate in which as a body it shall stand in the public esteem.

The popularity of stone roads may be said to be definitely established. At whatever cost they must be had. The only questions are how they shall be built, where, by whom and at what annual expense.

The advantages of a moderate annual expenditure, at first upon the main roads, upon a careful study of the needs of various localities, and with experimental regard to the numerous methods which can be employed are obvious. It saves interest, gives hard roads where there is most travel, and secures an economical expenditure of the means at command. Each year since the introduction of these roads some new method has been tried. A six inch road has been found to be necessary in some places, in others eight inches is better. Upon Glenwood avenue, where the road bed was level, solid and firm, a course of stone two inches thick has shown good results. Upon upper Broad street the committee are now laying a four inch pavement upon the old road bed at a very moderate cost, and with great success. Here the cost of grading, surveying, and excavating is entirely saved. In a farming country not likely to be closely built up, it seems entirely satisfactory. This road laid in Brookdale is giving great satisfaction to the residents of that section who will willingly pay their gas and water taxes if these can be transmuted into good roads under direction of the Township Committee. The road ought in time to be extended to the township line. Indeed in every direction we should extend a generous hand to our neighbors. Our connections with Orange and Montclair are now complete; one may ride to either place over a hard stone road without danger of falling into a mud hole. There is much travel to Paterson, Passaic, Clifton, Franklin and Belleville, which should be similarly favored. The little township of Franklin expends this year \$5,000 for stone roads. They are now working in the direction of Bloomfield, having completed the line of their main street, and being already in possession of a good pavement upon Washington avenue. A round route from Newark up Belleville, Franklin and Bloomfield, would disclose to the lovers of horseflesh a fine country suitable for suburban residences and full of the spirit of enterprise. The discovery once made, will be followed with results of vast importance to the holders of real estate and country business men generally. Enterprise pays cash dividends, miserly inaction ends in ruin.

The building of gates over Glenwood avenue at the D. L. & W. R. R. depot has been repeatedly asked for by the Township Committee during the past few years. Several narrow escapes upon the part of individuals give evidence of the danger of this crossing. Suit has recently been brought by Mr. D. A. Newport for damages for injuries received some time last winter. The trial was to have come off at the last term of court, but on account of the pressure of business, was defeated until next term.

Summary damages may convince the company that "an ounce of prevention is worth a pound of cure."

Providing a system of sewerage for East Orange has proved a more difficult undertaking than was expected. The works were to have been in operation early the present year, but reasons for postponement have been constantly suggested for the satisfaction of the public. As the contractor has now surrendered the work to the township it will have to be completed under the direction of the township committee. This places the time of completion in the uncertain future and leaves the cost to conjecture.

When the expense, obstruction of the streets and damage to the pavements are considered, our neighbors over the line may well wish themselves out of their troubles. It is proper for them to question whether their engineers are altogether sure of the success of their enterprise when completed.

Glen Ridge.

To The Citizen: It is within the recollection of all of us when the district now called Glen Ridge was perhaps hardly a showing wilderness, but a very sparsely settled neighborhood occupied almost entirely by the farms of Mr. Phineas W. d. the late Ira Dodd Esq. and Rev. Joseph S. Gallagher. We can

all remember the high wooden bridge that spanned Brower's mill pond, and the little box that did service as a waiting room for the occasional passenger taken on at "Ridgewood," then scarcely known even by a name, as it was sometimes called "Ridgewood" and often "High Bridge" and "Honeyuckle Station," and was little else than a stopping place in the wilderness.

Of the few regular passengers of those days some have died, some have moved away, and only an occasional one is left to note the changes that time has wrought. One of these old inhabitants, coming back again to the haunts of his former days, recently asked for a ticket to Ridgewood. The Hoboken ticket agent handed him a ticket, which he refused, until the agent explained that the Ridgewood that he knew was now Glen Ridge, and then half doubting he took his seat, wondering at the great length of train but reassured by finding the "same old cars" of twenty years ago.

Little change was noted on the way, except the rushing of the express train through the largest city on the line, until Roseville was reached, which he recognized principally from the steep grade up which the train labored as of old.

Waldens and Bloomfield were passed and recognized, presenting the same old attractions, the first of hen coops, and the second of advertisements, and now our old inhabitant began to look—alas in vain—for the old familiar orchards, green fields and browsing herds, when the brakeman called "Glen Ridge," and our old friend, half dazed by the absence of all the familiar landmarks of the past, got out. He had doubted the ticket agent before but now he knew he lied, for instead of the square box covered with inscriptions he found a stone station, instead of the half rotten platform he stood on solid pavement, but seeing no alternative, he entered the new station, hoping to find when he reached the top, something that would remind him of his old home, but baring the fact that his knees ached a little as he climbed the new stairs, he found nothing as it used to be. He paused to examine the new station, and on learning its cost, immediately asked the name of the new President of the Road, and doubted his senses when he was told there had been no change.

But as chance would have it, as he walked out of the station who should he meet, but one of his old neighbors, who amid changes of other things remained about the same, barring that silvered hair and the wrinkles around his eyes told that time had worked changes if not improvements in him also. Their greeting, over the two crossed the street to the club house and there his friend explained to the old inhabitant the changes that had rendered unrecognizable his old home.

"Yes, this is all comparatively new, the old station you remember, was blown up one Halloween and for years the little cottage you see behind the station served as a waiting-room and a house for the station master, until the growth of the place rendered the present station necessary; the name? oh, that was changed when we got our post office. There was another Ridgewood, you remember, on the Erie Road. I don't wonder that you were lost! Why since you have been here all the West End has been built up; over there where Thorne used to live, you know, Robert Peck built that up. You did not know him? He must have come there after you left. This neighborhood is all the creation of the last six or seven years, and most of it of the last two years. Why, let me see! within the last five years more than forty houses have been built here and more than twenty within the last year."

"Yes, those lamp posts mean just what they say. We have gas and city water also. you are astonished are you? not more so, I assure you, than our neighbors on the west. You may remember when you were here, Montclair was just beginning to feel her oats, and ever since, her citizens have bragged about her wonderful growth; but even Montclair people begin to wonder at the progress of Glen Ridge. But come home to dinner and talk over old times with my wife, and then we will go and see the new houses, and I will show you the place where we are going to put our new church."

And so they went, and that night the old resident dreamed of the time when there used to be picnics in Gallagher's woods and the boys would steal pears from the orchard.

Y. M. C. A.

Mr. S. L. Harter, the new secretary of the Bloomfield Y. M. C. A., arrived on Tuesday. The following is taken from the News of Wilkes-Barre, Mr. Harter's former home:

Yesterday S. L. Harter left for Bloomfield, N. J. for the purpose of setting up, on his new duties, that of secretary of the Y. M. C. A. of that town. He had resided in Wilkes-Barre for three years and no other young man had more friends or stood higher in religious and social circles. He departed amid the best wishes of his scores of friends, and all hope he will have success.

At a special meeting of the Young People's Association, of the First Baptist church, held in Y. M. C. A. Hall Mr. Harter tendered his resignation as President of the Association and it was unwillingly accepted. A committee was then appointed to draft a preamble and resolution, which were as follows. The preamble and resolution were unanimously adopted, showing the high estimation he is held in.

Whereas, Brother S. L. Harter feels called upon from a sense of duty, to leave us for another field of usefulness. Therefore, be it

Resolved, that as a Young People's Association, we wish to assure him of the high esteem in which he is held, and of the value of his Christian influence and service with us; also, to assure him that our interest and prayers will accompany him to his new home and work.

GUSSE FRY, ALICE GIBSON, E. K. FRY, Committee.

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